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CENTRAL INTELLIGENCE AGENCY

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INTELLIGENCE MEMORANDUM NO. 284

27 April 1950

SUBJECT: Satellite Railway Equipment Inventory

The inventory of locomotives and rolling stock in the Satellite area of Eastern Europe* as of 1 January 1950 is estimated to be:

	<u>Total</u> (Excluding "Beyond Repair")	<u>Serviceable</u>	<u>Percent</u> <u>Serviceable</u>
Locomotives	22,960	17,300	75%
Freight Cars	473,920	418,800	88%

The details of this inventory are given in the Appendix.

The maximum number of cars capable of transporting medium and heavy tanks, or which could be converted for that purpose, is approximately 24,000. Of the estimated 43,750 serviceable flat cars, about 4,375 (10 percent) have four axles, and a load capacity of 20 to 35 tons, the weight range of medium tanks. Heavy tanks weigh roughly 65 tons, and exceed the normal load limit of nearly all four-axle flat cars in the Satellite area. However, great overloading of rolling stock is now common practice throughout the area; most major rail lines can carry a maximum axle loading of 16 tons and most four-axle flat cars now in use can with strain carry weights up to 65 tons. In addition to the 4,375 flat cars, approximately 17,000 four-axle box cars could be converted to flat cars for tank transportation. There is some evidence that a relatively small and not precisely known number of flat cars for very heavy weights are being built at this time in the Soviet Zone of Germany. Moreover, 2,750 38-ton low-sided cars with stanchions are located in Austria and possibly could be made serviceable for tank transportation.

* For the purposes of this study, the Satellite area is defined as comprising Poland, Soviet Zone Germany, Soviet Zone Austria, Czechoslovakia, Hungary, Rumania, and Bulgaria, as well as Yugoslavia. Albania's railway equipment was considered too negligible to be worth mentioning.

NOTE: This memorandum has not been coordinated with the intelligence organizations of the Departments of State, Army, Navy, and the Air Force.

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APPENDIX

Locomotive and Freight Car Inventories

A working estimate of standard gauge locomotives and freight cars in the Satellite states is tabulated below. The prewar estimates are for 1938 except where stated otherwise. (In Austria the last normal prewar year was 1937.) Fifty percent of all Austrian rolling stock is in the Soviet Zone; the tables, therefore, give one half the total Austrian inventory.

Where possible, the serviceable, unserviceable, and total inventories are given. Serviceable units are in operation or in reserve; unserviceable units are repairable, either in workshops or awaiting admittance. Irreparable units are listed as beyond repair. Rolling stock is classified, where possible, according to type: open, covered, flat, and tank cars. Open cars include gondola and hopper cars (low and high-sided cars) as well as flat cars, when the latter are not separately listed. Covered cars include refrigerator cars as well as common box cars. Flat cars are listed separately wherever possible.

Table II lists only rolling stock estimated to be within the respective systems. No attempt is made to indicate the number of foreign-owned cars within a given system nor the number of system-owned cars abroad. These figures are constantly in flux and over a period of time approximately cancel out each other.

Narrow-gauge and Soviet broad-gauge units are not listed; that minority of rolling stock in Poland and Czechoslovakia which is adjustable to broad gauge is counted as standard gauge. This paper does not review the problem of dual gauge stock but it is possible that as many as 25,000 of the freight cars in service in the Satellite area can be adapted readily for service in the Soviet Union. An equal number of cars in the USSR likewise may be serviceable in the Satellites.

The following abbreviations are used in Tables I and II:

- (s) Serviceable
- (u/s) Unserviceable
- (b/r) Beyond repair
- (o) Open cars, including flat, gondola and hopper cars
- (c) Covered cars, i.e. box cars and refrigerator cars
- (f) Flat cars, when separately specified
- (t) Tank cars

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Table I

Satellite Locomotive Inventory (Estimated)
(Standard Gauge)

State		1938	1948	1 January 1950
Austria (Soviet Zone)	(s)	915	715	700
	(u/s)	158	750	600
	TOTALS	1,073	1,465	1,300
Bulgaria	(s)	459		650
	(u/s)	81		150
	TOTALS	540	800	800
Czechoslovakia	(s)			3,610
	(u/s)			580
	TOTALS	4,134	4,249	4,190
Germany (Soviet Zone)	(s)	6,675	3,122	3,269
	(u/s)	740	1,487	1,396
	(b/r)*		2,399	2,344
	TOTALS	7,415	7,008	7,009
Hungary	(s)		1,107	1,050
	(u/s)		463	500
	TOTALS	1,841	1,570	1,550
Poland	(s)	4,470	4,688	4,700
	(u/s)	610	1,172	1,100
	TOTALS	5,080	5,860	5,800
Rumania	(s)	1,986	1,987	1,831
	(u/s)	1,434	1,086	1,089
	TOTALS	3,420	3,073	2,920
Yugoslavia	(s)			1,496
	(u/s)			204
	TOTALS	1,603		1,731

* Excluded from summary totals.

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Table II

Satellite Freight Car Inventory (Estimated)
(Standard Gauge)

State		1938	1948	1 January 1950
Austria (Soviet Zone)	(o)	8,347 ^{1/}	9,714	
	(c)	6,494	7,322	
	(f)		854	
	(t)	1,124	3,064	
	TOTALS	16,450	20,954	20,500
	(s)	14,550	15,473	15,000
	(u/s)	1,900	5,481	5,500
Bulgaria	(o)	5,391		
	(c)	4,192		
	(t)	80		
	TOTALS	9,663	13,600	13,720
	(s)	8,676	12,200	12,320
	(u/s)	985	1,400	1,400
Czechoslovakia	TOTALS	93,875	84,644	82,584
	(s)			77,250
	(u/s)			5,334
Germany (Soviet Zone)	TOTALS	165,775	90,474	81,750
	(s)	159,144	68,225	64,900
	(u/s)	6,631	14,249	8,850
	(b/r)*		8,000	8,000

^{1/} Including 2,750 38-ton low-sided cars with stanchions, possibly serviceable for transporting medium tanks.

* Excluded from summary totals.

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- 2 -

State		1938	1948	1 January 1950
Hungary	(o)	27,913		18,729
	(c)	17,313		10,601
	(f)			2,000
	(t)	166		1,400
	TOTALS	46,363	35,000.	34,413
	(s)		30,730	32,730
	(u/s)		4,270	1,683
Poland	(o)		78,174	
	(c)		47,292	
	(f)		22,391	
	TOTALS	146,182 ^{2/}	147,857	142,040
	(s)		123,143	125,000
	(u/s)		24,714	17,040
Rumania	(o)	29,450		
	(c)	22,830		
	(t)	10,807		
	TOTALS	70,579		64,320
	(s)	63,087	56,790	56,600
	(u/s)	7,492		7,720
Yugoslavia	(o)	24,255		23,841
	(c)	16,942		18,752
	TOTALS	41,197		42,593
	(s)			35,000
	(u/s)			7,593

2/ Prewar Polish boundaries.

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